



DEPARTMENT OF TRANSPORTATION

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**STUDY SUMMARY – WHITE PAPER**

**January 12, 2023**

**Snouffer School Road High Injury Network Safety Study  
Recommendations Specific to Montgomery County DOT**

**BACKGROUND AND PURPOSE**

Montgomery County’s Vision Zero Initiative establishes the goal of eliminating serious injury and fatal crashes on Montgomery County roads by the year 2030. As part of achieving this goal, the County identifies roadway segments where serious injury and fatal crashes are concentrated. These roadway segments comprise the County’s High Injury Network (HIN) and roadway safety improvement efforts have been and are being developed for implementation.

The purpose of the subject Study Summary is to present recommended road user safety improvements, for which Montgomery County DOT (MCDOT) is responsible, as derived from the Snouffer School Road HIN Safety Study. Recommendations in this summary include actionable items, though some recommended improvements are currently not funded or scheduled for planning, design, or construction. These improvements are anticipated to be pursued as funding becomes available.

The Snouffer School Road HIN Safety Study, to which this Study Summary relates, is diagnostic in nature. While funded and conducted by MCDOT, a portion of the study limits includes facilities under the jurisdiction of Maryland Department of Transportation State Highway Administration (MDOT SHA).

**SUMMARY OF RECOMMENDED IMPROVEMENTS (MCDOT-SPECIFIC)**

The tables and figures, below, summarize the recommended improvements from the Snouffer School Road HIN Safety Study report that are the responsibility of MCDOT. Other relevant information, such as location, issue number, safety issue/observations, and timeframe for implementation (once pursuit of a recommendation is initiated) has also been retained from the Snouffer School Road HIN Safety Study report and is shown in the tables below. Recommended improvements are also reflected on aerial maps to better specify their location. The improvements in the figures can be cross-referenced with the table by the “issue number” associated with each recommendation. For additional information regarding these recommendations, please contact us at [TrafficOps@montgomerycountymd.gov](mailto:TrafficOps@montgomerycountymd.gov).

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**Division of Traffic Engineering and Operations**

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[www.montgomerycountymd.gov/mcdot](http://www.montgomerycountymd.gov/mcdot)

For information regarding potential actions along non-MCDOT roadways, you may contact Maryland Department of Transportation State Highway Administration (MDOT SHA) at [sha\\_ccms@mdot.maryland.gov](mailto:sha_ccms@mdot.maryland.gov) or [https://marylandsha.secure.force.com/customer-care/request\\_for\\_service](https://marylandsha.secure.force.com/customer-care/request_for_service).

**Table 1: MCDOT-Specific Recommendations**

Issue No.	Safety Issue/Observations	Recommendation	Timeframe
<b>Location 1: Snouffer School Road at Centerway Road – Signalized Intersection</b>			
1.1	Five crashes occurred under dark conditions when the lights were on at this intersection.	Perform a photometric lighting analysis to determine if intersection lighting in the NE and SW corners of the intersection meets acceptable standards. If not, install intersection lighting in the NE and SW corners of the intersection to meet acceptable standards.	6 – 12 months
1.2	Pedestrian Clearance Interval is insufficient for the east and west legs of the intersection (crossing Snouffer School Road).	Update pedestrian signal timings to ensure pedestrian clearance intervals are adequate.	0 – 6 months
<b>Location 2: Snouffer School Road between Centerway Road and Flower Hill Way/Earhart Court – Road Segment</b>			
2.1	Minor sidewalk spalling was noted along EB Snouffer School Road near Centerway Road.	Reconstruct sidewalk in the area of concern.	0 – 12 months
2.2	There is no marked crosswalk across the Corrigan Square Apartments access driveway.	Install marked continental crosswalk markings across the Corrigan Square Apartments access driveway.	0 – 6 months
2.3	The pedestrian ramps and DWSs at the Corrigan Square Apartments driveway are oriented toward the travel lanes of Snouffer School Road, rather than across the driveway.	Reconstruct the pedestrian ramps and reinstall DWSs at the Corrigan Square Apartments driveway to orient pedestrians across the driveway, rather than toward Snouffer School Road travel lanes.	6 – 12 months
2.4	There is no advance pedestrian warning sign along EB and WB Snouffer School Rd in advance of the mid-block marked crosswalk, east of Centerway Road.	Install an advance pedestrian warning sign (W11-2) and supplemental “Ahead” plaque along EB and WB Snouffer School Rd, in advance of the mid-block marked crosswalk, east of Centerway Road.	0 – 6 months
2.5	Pedestrians crossing at the midblock crosswalk east of Centerway Road are subject to vehicles that travel in excess of the speed limit and are subject to a multilane threat from vehicles.	Install a Pedestrian Hybrid Beacon (PHB) at the midblock crosswalk east of Centerway Road.	60+ months
2.6	There is no marked crosswalk across the Nike Missile Park entrance along EB Snouffer School Road.	Install marked continental crosswalk markings across the Nike Missile Park entrance.	0 – 6 months
<b>Location 3: Snouffer School Road at Flower Hill Road/Earhart Court – Unsignalized Intersection</b>			
3.1	There are no marked crosswalks across the Flower Hill Road or Earhart Court intersection legs. Please see	Install marked continental crosswalks across the Flower Hill Road and Earhart Court intersection legs.	0 – 6 months
3.2	Sidewalk spalling was noted near Earhart Court.	Reconstruct sidewalk in the area of concern	0 – 12 months
3.3	The right turn restriction sign along EB Snouffer School, in advance of Flower Hill Way, is damaged.	Replace the damaged “No Right Turns 6:30AM – 9:30AM Monday – Friday” (R3-1(Mod)) sign along EB Snouffer School Road, in advance of Flower Hill Way.	0 – 6 months
3.4	The pedestrian ramps and DWSs in the NE and NW corners of the intersection (for crossing Earhart Court) are oriented toward the travel lanes of Snouffer School Road, rather than across Earhart Court. Also, the curb radii are large, resulting in a longer crossing distance for pedestrians.	Reconstruct the pedestrian ramps and reinstall DWSs in the NE and NW corners of the intersection to orient pedestrians across Earhart Court, rather than toward Snouffer School Road travel lanes, as shown in the MCDOT’s Snouffer School Road Improvements Project plans. Reduce the curb radii in the NE and NW corners to reduce the pedestrian crossing distance.	6 – 12 months
3.5	The Snouffer School Road at Flower Hill Way/Earhart Court intersection is unsignalized, yet has moderate levels of traffic into and out of Flower Hill Way/Earhart Court, bus stop 26100 and 26084 along EB and WB Snouffer School Road, and there is no protected crossing of Snouffer School Road nearby.	Install a full traffic signal at Snouffer School Road at Flower Hill Road/Earhart Court.	60+ months

**Table 1: MCDOT-Specific Recommendations**

Issue No.	Safety Issue/Observations	Recommendation	Timeframe
Location 4: Snouffer School Road at Bonanza Way – Future Signalized Intersection			
4.1	There is no marked crosswalk across the Airpark Place Shopping Center Driveway along WB Snouffer School Road.	Install a marked continental crosswalk across the Airpark Place Shopping Center Driveway along WB Snouffer School Road.	0 – 6 months
4.2	The existing sidewalk at bus stop 26102 along EB Snouffer School Road, just east of Bonanza Way, appears to be higher in elevation than the top of the curb.	Reconstruct the sidewalk along EB Snouffer School Road at bus stop 26102 to provide an eight (8) ft. by five (5) ft. bus pad evenly sloped at 48:1.	0 – 6 months
4.3	There are no marked crosswalks across the north and south legs of the intersection (crossing Bonanza Way).	Install marked continental crosswalks on the north and south legs of Bonanza Way (crossing Bonanza Way).	0 – 6 months
4.4	The pedestrian ramps and DWSs in the NE and NW corners of the intersection (for crossing Bonanza Way) are oriented toward the travel lanes of Snouffer School Road, rather than across Bonanza Way.	Reconstruct the pedestrian ramps and reinstall DWSs in the NE and NW corners of the intersection to orient pedestrians across Bonanza Way, rather than toward Snouffer School Road travel lanes as shown in MCDOT’s Snouffer School Road Improvements Project plans.	6 – 12 months
4.5	Vehicles were observed parking along SB Bonanza Way within the right turn lane, and in areas that are signed as No Parking.	Remove the No Parking sign along SB Bonanza Way, closest to Snouffer School Road. Install a “No Stopping Anytime” (with left arrow sign) [R7-1(Mod)] along SB Bonanza Way, approximately 75 feet north of the stop bar on the approach to Snouffer School Road. Install a second “No Stopping Anytime” sign (with two-way arrow) along SB Bonanza Way, approximately 25 feet north of the stop bar on the approach to Snouffer School Road.	0 – 6 months
Location 5: Snouffer School Road between Bonanza Way and Carriage Walk Drive			
5.1	Sidewalk spalling was noted along Snouffer School Road, west of Mallory Place.	Reconstruct sidewalk in the area of concern.	0 – 12 months
5.2	There is no marked crosswalk across the Mallory Place intersection leg along EB Snouffer School Road.	Install a marked continental crosswalk across the Mallory Place intersection leg along EB Snouffer School Road.	0 – 6 months
5.3	The Stop bar is not adjacent to the stop sign at Mallory Place.	Relocate the stop bar per MdmUTCD standards.	0 – 6 months
5.4	In the SE and SW corners Mallory Place, the curb radii are large, resulting in a longer crossing distance for pedestrians.	Reconstruct the pedestrian ramps and reinstall DWSs in the SE and SW corners of the intersection to orient pedestrians across Mallory Place, rather than toward Snouffer School Road travel lanes. Reduce the curb radii in the SE and SW corners to reduce the pedestrian crossing distance.	6 – 12 months
5.5	Pedestrians crossing at the midblock crosswalk west of Carriage Walk Drive are subject to vehicles that travel in excess of the speed limit and are subject to a multilane threat from vehicles.	Install a Pedestrian Hybrid Beacon (PHB) at the midblock crosswalk west of Carriage Walk Drive.	60+ months
Location 6: Snouffer School Road at Carriage Walk Drive – Unsignalized Intersection			
6.1	There is no marked crosswalk across the Carriage Walk Drive intersection leg along EB Snouffer School Road.	Install a marked continental crosswalk across the Carriage Walk Drive intersection leg along EB Snouffer School Road.	0 – 6 months

**Table 1: MCDOT-Specific Recommendations**

Issue No.	Safety Issue/Observations	Recommendation	Timeframe
Location 7: Snouffer School Road between Carriage Walk Drive and Cherry Laurel Lane/Mooney Drive – Road Segment			
7.1	There is no marked crosswalk across the TW Perry Driveway intersection leg along WB Snouffer School Road.	Install a marked continental crosswalk across the TW Perry Driveway intersection leg along WB Snouffer School Road.	0 – 6 months
7.2	There are no DWSs on the pedestrian refuge island on the TW Perry Driveway intersection leg, along WB Snouffer School Road.	Install two DWSs (minimum 2 feet apart) on the pedestrian refuge island on the TW Perry Driveway intersection leg, along WB Snouffer School Road. Additionally, reconstruct the pedestrian cut-through in the concrete median to better align between the pedestrian ramps on each side of the TW Perry Driveway.	0 – 12 months
Location 8: Snouffer School Road at Cherry Laurel Lane/Mooney Drive – Signalized Intersection			
8.1	There are no intersection lights present in the SW corner of the intersection.	Perform a photometric lighting analysis to determine if intersection lighting in the SW corner of the intersection meets acceptable standards. If not, install intersection lighting in the SW corner of the intersection to meet acceptable standards.	12+ months
8.2	Flashing Don't Walk times are insufficient - 12s for crossing Cherry Laurel Lane/Mooney Drive; 16s for crossing Snouffer School Road.	Update pedestrian signal timings to ensure pedestrian clearance intervals are adequate.	0 – 6 months
8.3	The WB Snouffer School Road left turn sight distance at Cherry Laurel Lane is limited when there is a vehicle queued in the opposing EB Snouffer School Road left turn lane.	Change the WB Snouffer School Road left-turn phasing from "permissive" to "exclusive" phasing.	0 – 12 months
Location 9: Snouffer School Road at Sweet Autumn Drive – Future Signalized Intersection			
9.1	There are no streetlights present in the SW corner of the intersection (where a future marked crosswalk for the west leg of the Snouffer School Road/Sweet Autumn Drive signalized intersection will be located).	Perform a photometric lighting analysis to determine if intersection lighting in the SW corner of the intersection meets acceptable standards. If not, install intersection lighting in the SW corner of the intersection to ensure illumination of the future marked crosswalk for the west leg meets acceptable standards.	12+ months
Location 10: Snouffer School Road at MD 124 (Woodfield Road) – Signalized Intersection			
10.6	Lane markings along WB Snouffer Road between MD 124 and the east driveway to the Horizon Center Shopping Center are fading or faded.	Restripe lane markings along WB Snouffer Road between MD 124 and the east driveway to the Horizon Center Shopping Center.	0 – 12 months
10.9	Pedestrian Clearance Interval is inadequate for crossing the north and south legs of MD 124.	Update pedestrian signal timings to ensure pedestrian clearance intervals are adequate.	0 – 6 months
10.10	There is no sidewalk along EB and WB Snouffer School Road between MD 124 and Sweet Autumn Drive.	Install new sidewalk along EB and WB Snouffer School Road to ensure a continuous connection between existing sidewalk at the MD 124 intersection, and the sidewalk/side path at/near Sweet Autumn Drive. Note that MCDOT is currently pursuing a sidewalk connection between these intersections.	6 – 12+ months
Location 11: Corridor-Wide			
11.1	The marked bicycle lanes present along EB and WB Snouffer School Road do not have markings that enhance their visibility at conflict points between bicyclists and vehicles.	Install green colored pavement markings for the bicycle lane extensions through driveways and intersections along EB and WB Snouffer School Road, in compliance with Federal Highway Administration's (FHWA) Interim Approval for Optional Use of Green Colored Pavement for Bike Lanes (IA-14).	6 – 12 months

Figure 1: MCDOT – Specific Recommendations: Snouffer School Road at Centerway Road

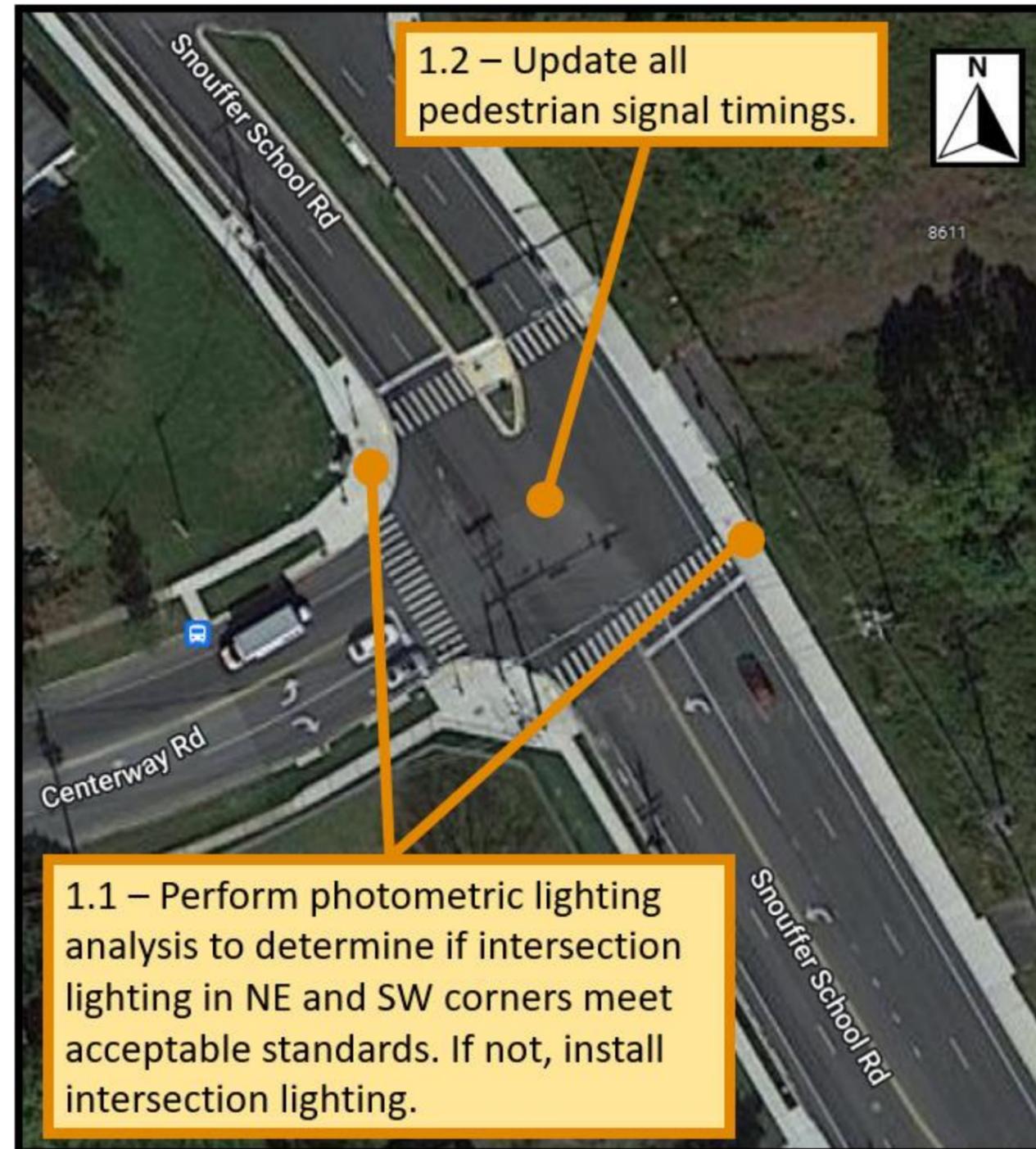


Figure 2: MCDOT – Specific Recommendations: Snouffer School Road between Centerway Road and Flower Hill Way/Earhart Court

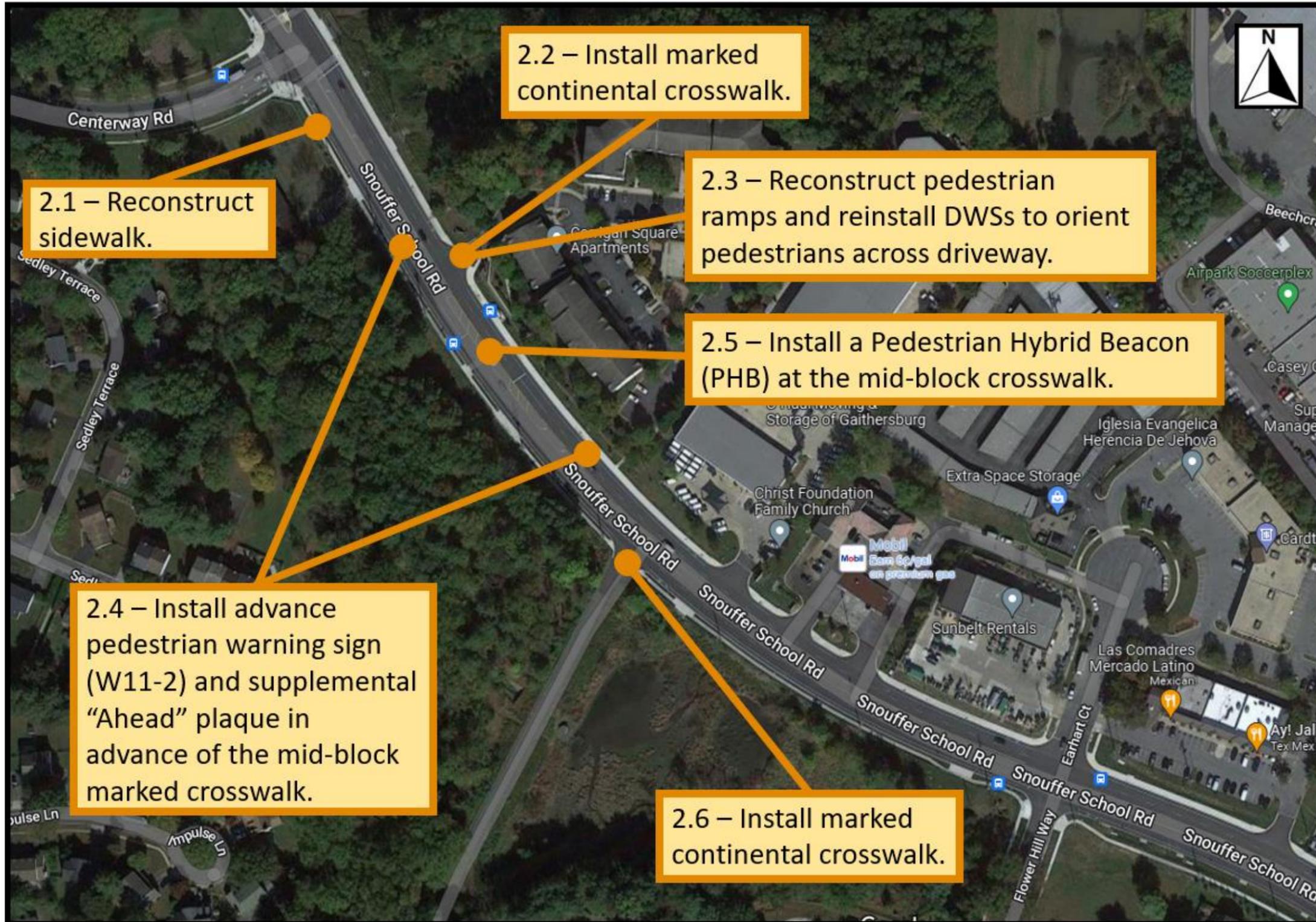


Figure 3: MCDOT – Specific Recommendations: Snouffer School Road at Flower Hill Road/Earhart Court

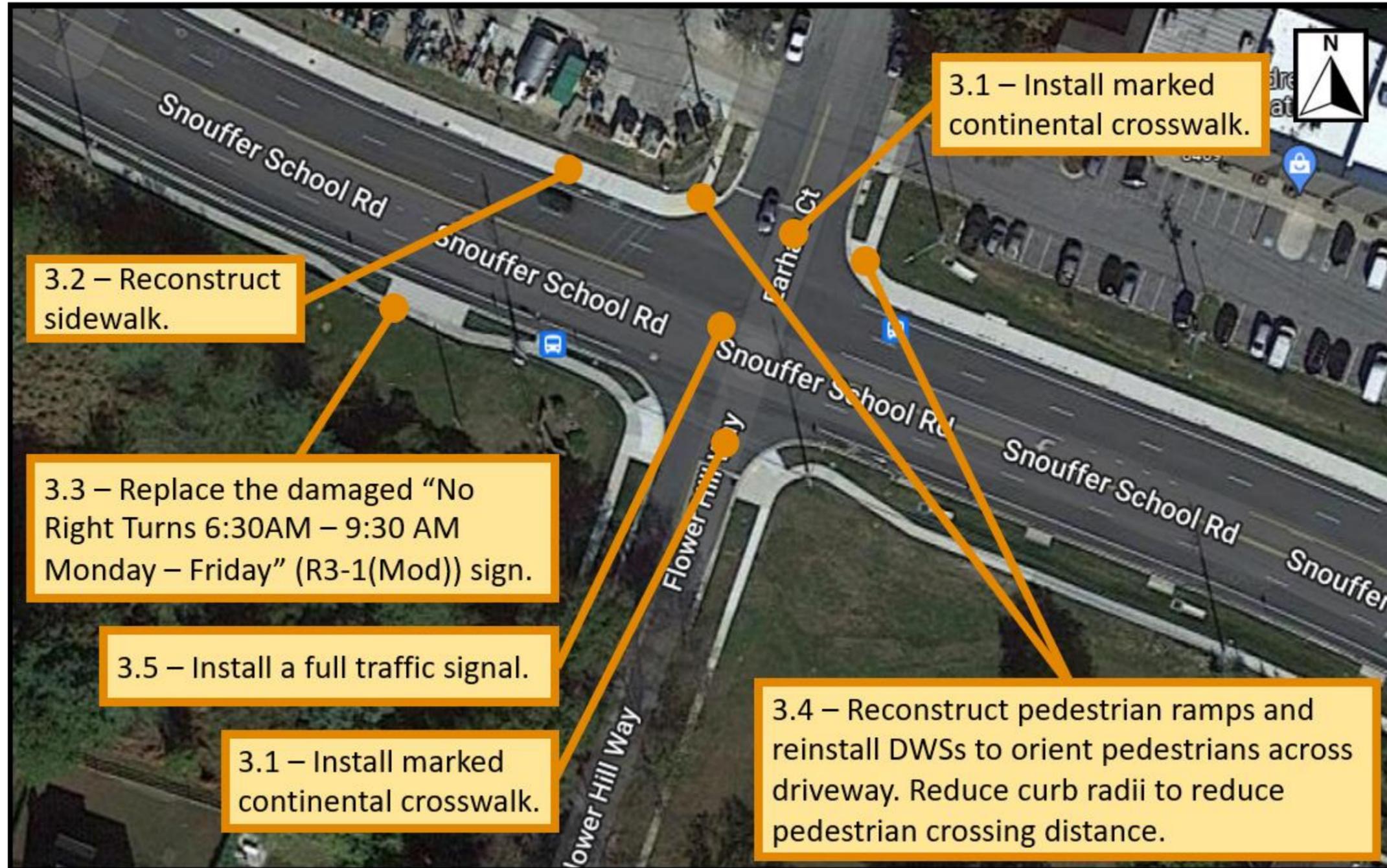


Figure 4: MCDOT – Specific Recommendations: Snouffer School Road at Bonanza Way



Figure 5: MCDOT – Specific Recommendations: Snouffer School Road between Bonanza Way and Carriage Walk Drive

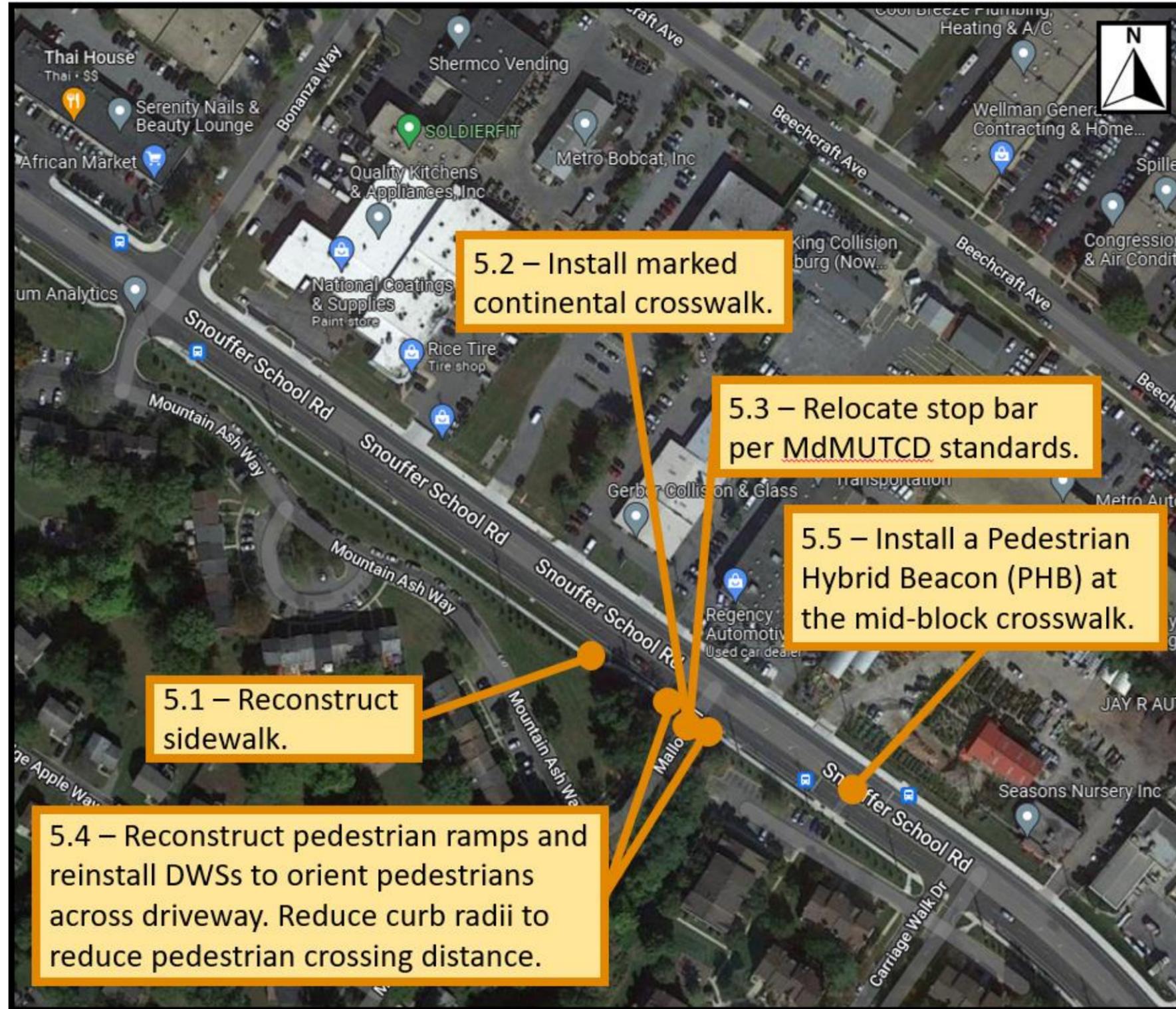


Figure 6: MCDOT – Specific Recommendations: Snouffer School Road at Carriage Walk Drive



Figure 7: MCDOT – Specific Recommendations: Snouffer School Road between Carriage Walk Drive and Cherry Laurel Lane/Mooney Drive

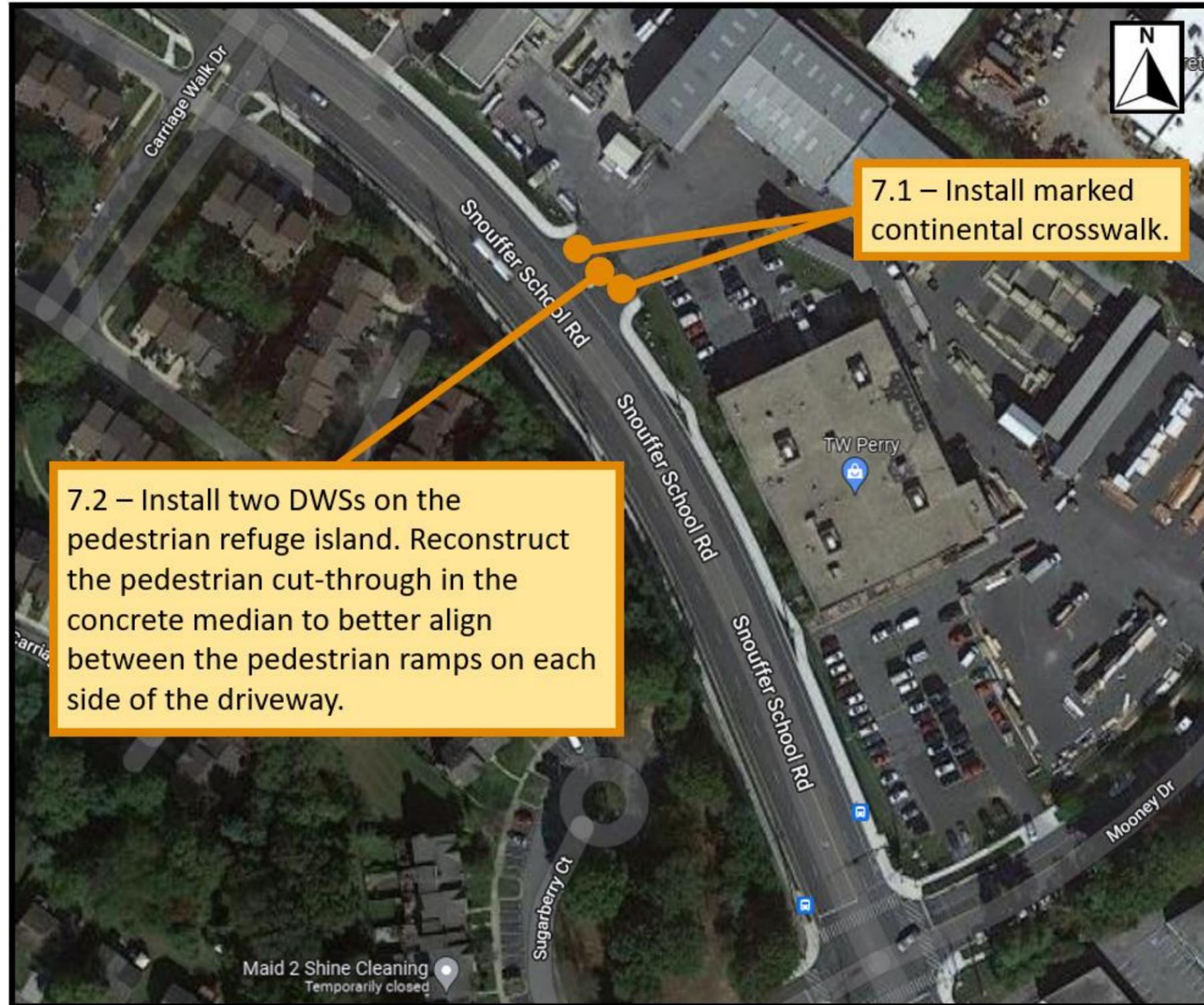


Figure 8: MCDOT – Specific Recommendations: Snouffer School Road at Cherry Laurel Lane/Mooney Drive

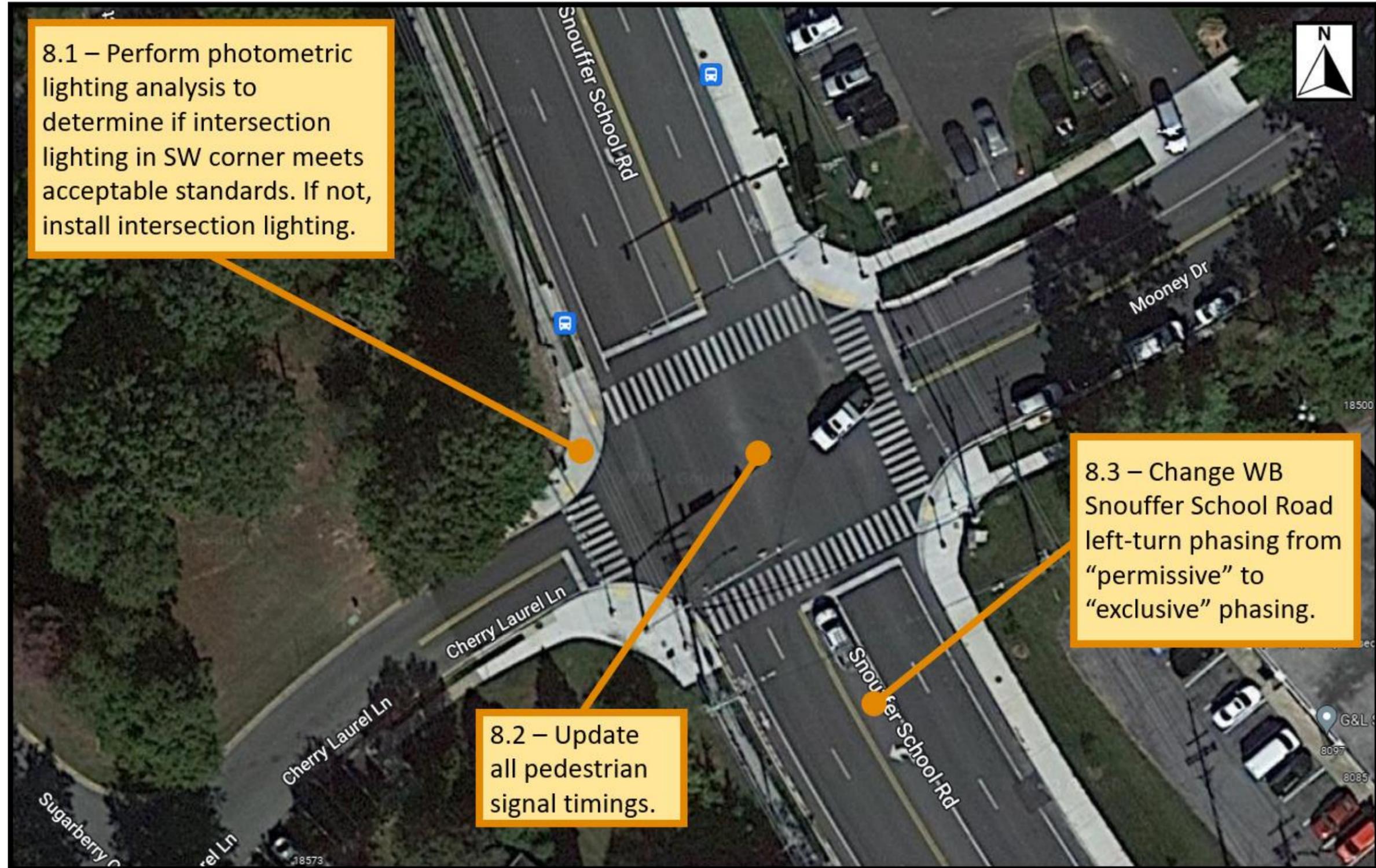


Figure 9: MCDOT – Specific Recommendations: Snouffer School Road at Sweet Autumn Drive

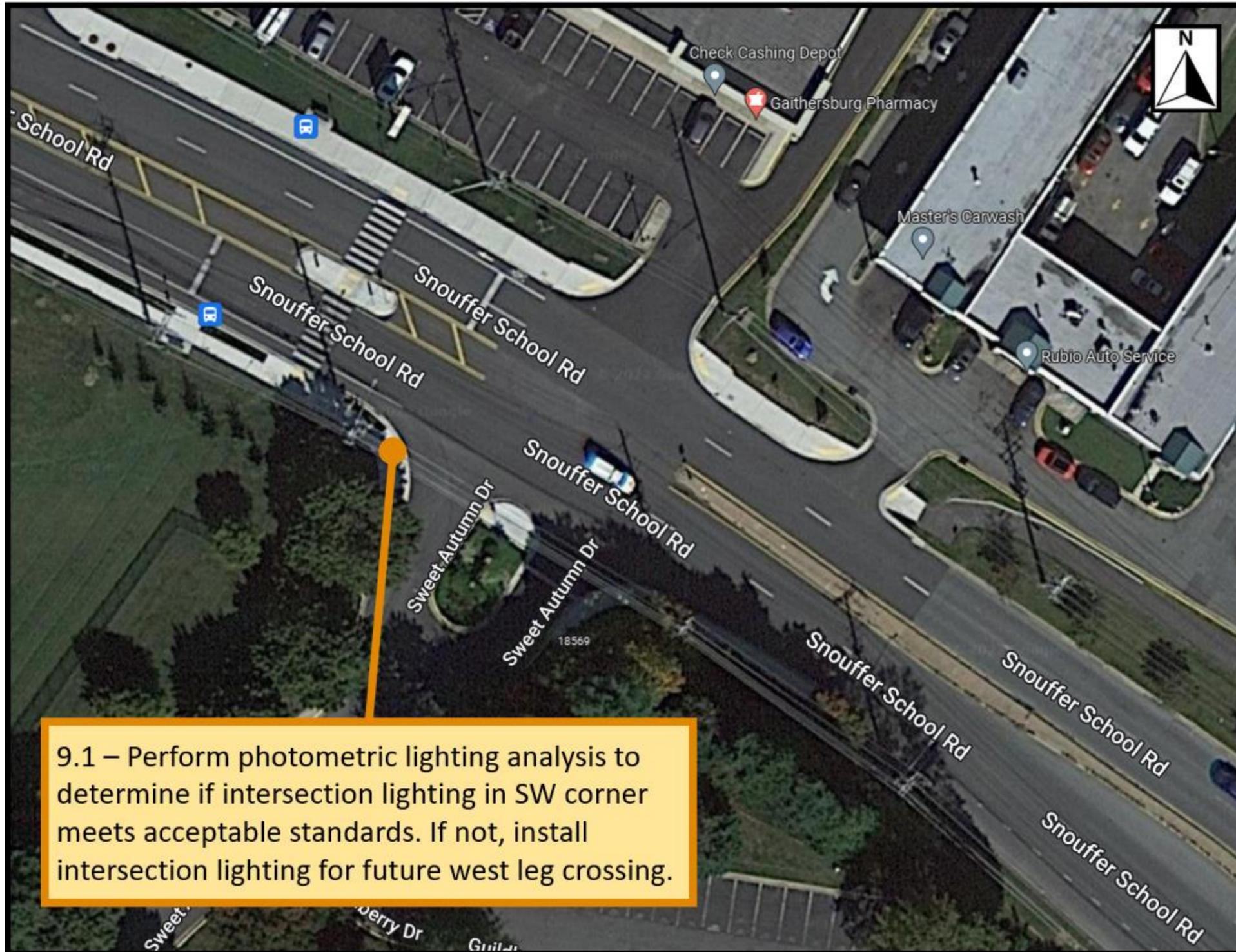


Figure 10: MCDOT – Specific Recommendations: Snouffer School Road at MD 124 (Woodfield Road)

